

COUNTRY Germany (Soviet Zone)

SECURITY INFORMATION

REPORT NO.

TOPIC Melzow Airfield

HELLOFAX 14

EVALUATION

TAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 10 October 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. No aircraft were observed at Melzow airfield on 10 September 1951. Sedan occupied by four air force officers, was seen at the field. (1) The installation area was not restricted during construction. Only about 120 laborers were employed at the field, however, about 300 workers, of the previous total of 1,800, were still stationed there. The runway was 70 to 72 meters wide and its total length was estimated at about 2,250 meters. (2) The last section of the southern end of the runway had been widened on both sides by about 60 cm. A wire screen about 6 meters large was observed at the southern end of the runway. (3) A similar frame but of wood was in the middle section of the taxiway, and a connecting lane to the runway was to be built there. For this purpose, a piece of woods had to be cleared. (4) No construction equipment or material were observed at the two construction sites. A large cantonment was located northeast of the field. About 50 air force soldiers were seen there. A house with high windows was built north of the cantonment. It appeared to have only one large room. Several construction sheds were observed along the spur track east of the taxiway.

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2. On 14 September, the labor unit had been transferred to Guegen Island.

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3. On 16 September, construction on the runway was completed. There were two newly erected hangars about 800 meters northeast of Joissen Berg. (6) Grading work continued in the west and southwest sections of the field. No aircraft were observed. 25 to 30 aircraft of an undetermined type were parked on the sodded landing field north of the runway on 13 or 14 September. (7)

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(2) Contrary to the statement the runway is believed to be from 2,700 to

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 No Change in Class. ☐  
☐ Declassified  
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2,300 meters long. The course of the runway and taxiway was previously reported.  
[REDACTED]

- (3) The presence of the screen indicates that construction on the taxiway has not been completed. Concrete is poured on this type of screen. 25X1A
- (4) The construction of a communication lane between the runway and taxiway is considered probable since such connecting lanes have been built at all airfields which have been improved recently. 25X1C
- (5) No information has been received [REDACTED] about scheduled airfield construction on Wajen Island. 25X1C
- (6) The construction of hangars has not been confirmed [REDACTED].
- (7) The information that the airfield is used by an air unit is received for the first time. The aircraft may be conventional twin-engine planes which are temporarily stationed there during an exercise. To date, the field has not been occupied by an air unit.

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